



MOVING WASHINGTON

Puget Sound: Westside Corridor

September 2008



New express lanes, advanced traffic technology and more choices for daily commutes are just a few of the tools that will improve traffic flow and reduce congestion along the state's most traveled corridor.

Interstate 5 is the primary transportation route in the state of Washington, connecting Canada, Oregon, California and Mexico. Seven out of 10 Washingtonians live within 15 miles of the corridor. It is a vital route to Sea-Tac International Airport and the marine ports of Seattle, Tacoma and Everett. Additionally, major medical, educational, economic and cultural venues lie along this corridor.

This segment of I-5 stretches from Arlington in south Snohomish County to Tumwater in Thurston County and parallels SR 99 and SR 509. It includes the most successful HOV lanes in the state, moving more people in fewer cars and serving as the backbone for bus service between Everett, Seattle and Tacoma. The interstate also is indispensable for freight movement along the western seaboard. The Puget Sound segment of I-5 carries the largest tonnage of truck-based freight in the state.

The Westside Corridor program

An integrated vision

New express lanes from Everett to Tacoma, advanced traffic technology and flexible commute choices make up an integrated program of improvements for the Westside Corridor.

Building new lane space where it most effectively reduces congestion will improve traffic flow on I-5 and help absorb significant traffic increases expected with the replacement of the Alaskan Way Viaduct in Seattle. A new variable speed limit system on I-5 will better manage heavy traffic, using electronic speed limit signs mounted over each lane. The signs will automatically adjust to traffic conditions ahead to smooth traffic flow and reduce collisions. In 2006, more than 70 percent of collisions on I-5 from SeaTac to downtown Seattle were related to congestion.



A rendering of what variable speed limits on I-5 might look like.



Sea-Tac International Airport is the nation's 22nd busiest airport, served by the westside corridor.



Port of Seattle, the nation's seventh busiest U.S. seaport, depends on the westside corridor for the vital transportation of goods and services.

Other technology, such as electronic driver information signs, will provide drivers with real-time traffic information to help them avoid congested areas. Converting existing HOV lanes to variably tolled express lanes under the *Good To Go!* system will ensure buses, vanpools and carpools a toll-free, reliable commute and offer other drivers the same when they need it most.

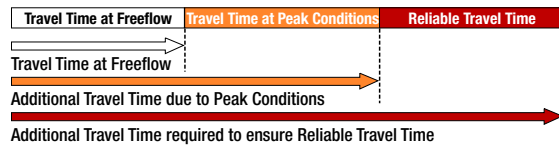
The completion of SR 509 will provide a vital link to southerly freight access to the Port of Seattle terminals and Duwamish industrial area, as well as southerly access for travelers to Sea-Tac International Airport.

The return

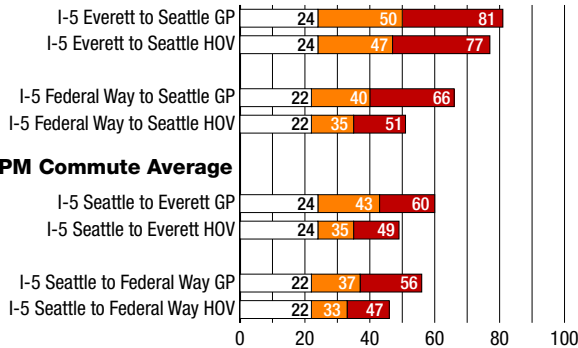
The proposed strategies of *Moving Washington* could significantly improve speeds and travel times on key stretches of I-5. For example, the northbound morning commute from Tukwila to Seattle could take 10 percent less time, and the southbound morning commute time from Lynnwood to Seattle could be cut by 8 percent. This plan also could significantly improve the overall efficiency of I-5, ensuring speeds faster than 45 mph for 87 percent of rush-hour traffic, compared to today's 66 percent.

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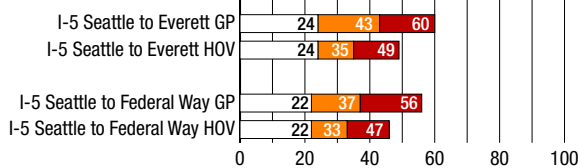
Travel Times at Freeflow, Peak Travel Times, and Reliable Travel Times (in minutes, 2006 data)



AM Commute Average



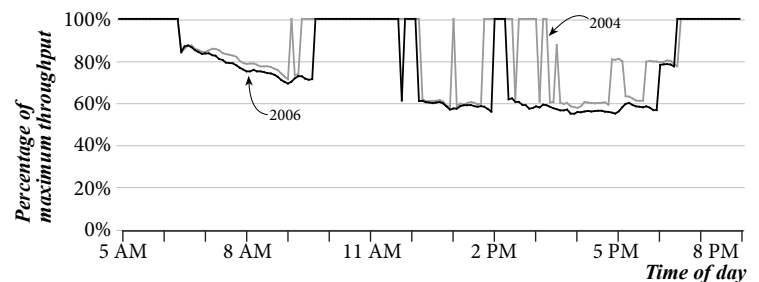
PM Commute Average



Lost lane productivity

I-5 at NE 103rd St. near Northgate

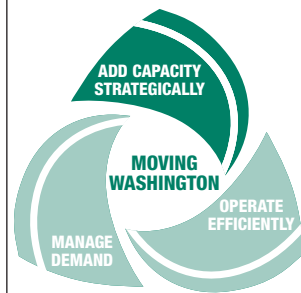
(based on 2000 vehicles per lane per hour)



A highway lane should carry as many as 2,000 vehicles per hour, yet during congested periods the productivity of our highways is reduced when we need it most. The graph above shows that up to 42 percent of the amount of traffic able to move through I-5 is lost due to congestion in the general purpose lanes.

10-year corridor vision

Complete or underway within 2 years



SR 99 Alaskan Way Viaduct replacement

Replace the Alaskan Way Viaduct based on the outcome of current waterfront planning. Options include aerial, tunnel and surface roadways, combined with transit and system management actions and potentially changes to I-5

Added capacity at key bottlenecks

- SR 512 westbound to southbound flyover ramp
- I-5 express lanes Lakewood to Fife
- I-5/SR 18 westbound to southbound flyover ramp
- SR 509 connection to Sea-Tac Airport
- Complete business, access and transit lanes on SR 99 in Shoreline

Early viaduct work

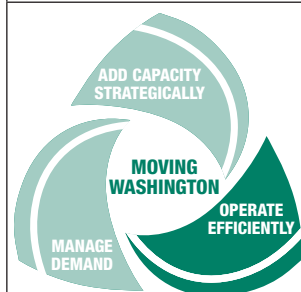
- Southern portion of viaduct will be replaced and a new interchange at SR 519
- WSDOT, Seattle and King County conduct waterfront planning process

SR 518 third lane from I-5 to Sea-Tac Airport

New HOV lanes on Pacific Highway South (SR 99)

Interchange reconstruction at SR 531

Initial reconstruction of I-5 HOV lanes in Tacoma



Active Traffic Management

- Install electronic signs over each lane at regular intervals from I-90 to Everett to advise drivers of incidents ahead and better manage traffic congestion
- Install additional ramp meters, traffic cameras and other technology to improve traffic flow

I-5 Express Lanes System

Convert HOV lanes to express lanes with variable tolls and limited access points to improve highway performance

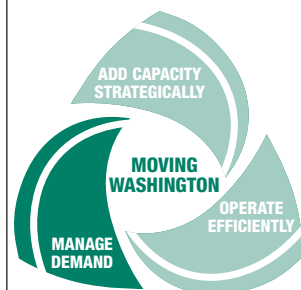
Begin Active Traffic Management Pilot Project between Boeing Access Rd. and I-90

Install additional ramp meters at key locations

Automate operation of reversible lanes

Integrate ramp arterial signals

Utilize the eastbound shoulder on the US 2 Trestle as an additional lane during congested periods



Transit capacity and performance

- WSDOT provides rights of way and works with transit agencies to improve access and performance
- Transit uses shoulder during peak periods from Olive Way to SR 520
- Construct an Industrial Way HOV direct access ramp
- Sound Transit extends light rail north to Lynnwood and south to Federal Way

Other Initiatives

- Further expand the vanpool program in the central Puget Sound region
- Expand park and ride lot capacity along the corridor
- Improve safety and mobility for bicyclists and pedestrians by completing gaps and making connections

Better manage existing park and ride lot space

Expand the Martin Way Park and Ride lot

Support established growth and transportation Efficiency Centers (GTECs)

Transit capacity and performance

- Sound Transit completes initial light rail segment from Seattle to Sea-Tac International Airport
- Sound Transit extends commuter rail service south to Lakewood



MOVING WASHINGTON

Puget Sound: Eastside Corridor

September 2008



Interstate 405 is the second most heavily traveled corridor in the state. Combined with State Routes 167 and 512, the Eastside Corridor in Snohomish, King and Pierce counties forms the only alternate beltway route from Lakewood to Lynnwood, a distance of nearly 50 miles along I-5. Twelve cities depend on this corridor for access to major commercial, manufacturing and warehousing facilities.

The Eastside Corridor has seen and will continue to see substantial population and employment growth, which will greatly increase the pressure on this corridor to perform better under heavier traffic conditions. For example, in 2007 the state's most increased average commute time was the Tukwila to Bellevue morning commute. During the most congested hour, the duration of this commute was seven minutes longer in 2006 than it was in 2004. The Bellevue to Tukwila evening commute along I-405 also showed significantly longer travel times.

The Eastside Corridor program

An integrated vision

The I-405 Corridor Master Plan is WSDOT's award-winning community-based vision to create a balanced program of transportation improvements. This strategy includes new highway lanes, improved interchanges, express lanes and bus rapid transit and expanded vanpool programs. Other innovations, such as the SR 167 HOT Lanes Pilot Project and SR 167 extension in Pierce County, will connect the entire corridor with a seamless freeway system better equipped to manage greater traffic demands in the future.



The SR 167 HOT Lanes Pilot Project is making the highway more efficient.



Rapidly growing downtown Bellevue. (Photo by Big Picture Photography, David Johanson Vasquez)



Green River Valley is the nation's fourth largest warehousing and distribution center.

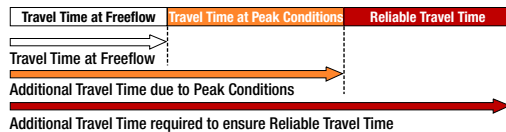
We are working with cities, counties, federal agencies, transit agencies and community groups to foster a consensus for a long-term vision for the multi-modal redevelopment of I-405. This effort culminated in a three-year environmental impact statement development process that outlines transit, roadway, and environmental investments including more than 300 corridor improvements.

The return

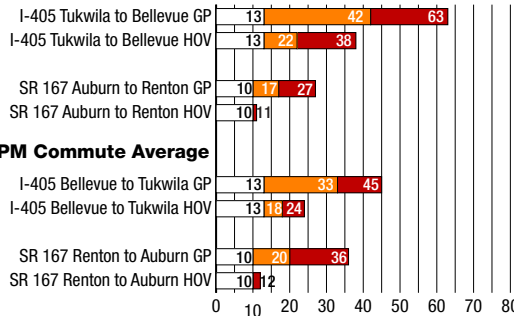
The proposed strategies of *Moving Washington* could significantly reduce commute times on I-405. For example, adding two express lanes in each direction along with effectively using new highway technology, such as variable speed limits, and improving transit service, the northbound evening commute from Bellevue to Bothell could be 35 percent faster, cutting more than six minutes off the trip. Similarly, the northbound morning commute from Renton to Bellevue could be 25 percent faster. This approach could ensure speeds faster than 45 mph for 98 percent of rush-hour commuters in the corridor, compared to today's 68 percent.

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Travel Times at Freeflow, Peak Travel Times, and Reliable Travel Times (in minutes, 2006 data)



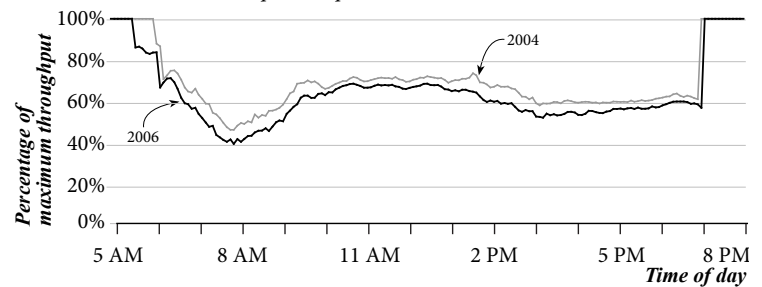
AM Commute Average



Lost lane productivity

I-405 at SR 169 in Renton

(based on 2000 vehicles per lane per hour)



A highway lane should carry as many as 2,000 vehicles per hour. Yet during congested periods, the productivity of our highways is reduced when we need it most. The graph above shows that up to 60 percent of the rate of traffic flow on I-405 is lost due to congestion in the general purpose lanes.

10-year corridor vision

Improve ramp connections on SR 512 at SR 7 and at Canyon Rd.

Extend the SR 167 HOT lanes south to SR 410

I-405 Corridor Express Lanes

- Add one additional lane in each direction to I-405 in areas where this expansion is not currently funded
- Convert the existing HOV lane and new lanes to express lanes using variable time of day tolls and limited access points to improve highway safety and performance for all users
- Connect the SR 167 HOT lanes to the I-405 express lanes via a new direct access ramp connection

Build a southbound auxiliary lane on SR 167 between S 277th St. and SR 516

Build a new freeway connection from the Port of Tacoma to Puyallup to improve the movement of people and freight in Pierce County

Complete or underway within 2 years

Additional lanes on I-405 in the Renton vicinity

- Stage 1 improvements through Renton
 - Add one lane in each direction to I-405 between I-5 and SR 167
 - Add one southbound lane to SR 167 between I-405 and S 180th St.
- Stage 2 improvements through Renton
 - Add one lane in each direction to I-405 between SR 167 and SR 169
 - Build a new half diamond interchange at SR 515
 - Build a new Benson Road bridge over I-405

Additional lanes on I-405 in the Bellevue area

- Add northbound lane from 112th Ave. SE to I-90
- Build a new lane in each direction I-90 to SE 8th
- Remove the Wilburton Tunnel

Build a new bridge over NE 10th St. to improve access to downtown Bellevue

Add northbound HOV/HOT Lane to SR 167 in the vicinity of SR 18

Use SR 512 shoulders during peak commuting periods as additional lanes

Active Traffic Management

Electronic signs over each lane at regular intervals on SR 167 and I-405 advise drivers of approaching incidents and help better manage traffic during times of congestion

Through the SR 167 HOT Lane Pilot Project, create a successful HOT lane model that can be emulated elsewhere

Construct an HOV bypass and signal improvements on northbound SR 169 at I-405

Transit capacity and performance

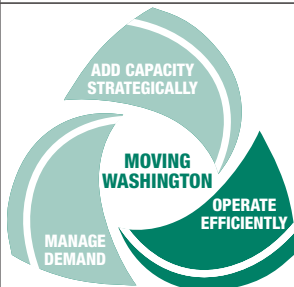
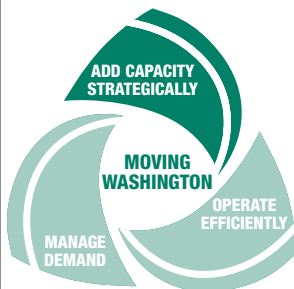
- Support the implementation of bus rapid transit service on the I-405 corridor
- Help identify new growth and transportation efficiency centers (GTECs) along the SR 167 and I-405 corridors
- Expand park and ride lot capacity along the corridor

Other Initiatives

- Further expand the vanpool program in the central Puget Sound region
- Improve safety and mobility for bicyclists and pedestrians by completing gaps and making connections

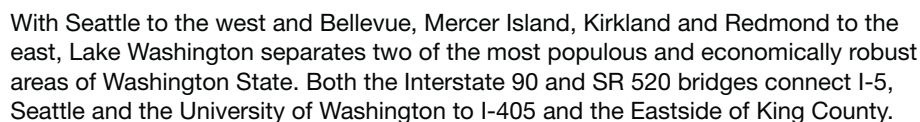
Better manage existing park and ride lot space

Support established growth and transportation efficiency centers (GTECs)





September 2008



The existing SR 520 Bridge consists of two, four-lane bridges and approaches. The SR 520 Bridge (both Evergreen Point and Portage Bay bridges) have withstood numerous winter windstorms and small earthquakes since they were constructed in the early 1960s. Carrying 110,000 vehicles each day, almost double the capacity they were designed for, the bridges are worn and nearing the end of their life spans. They must be replaced.

An integrated vision

We will achieve major congestion relief by completing the SR 520 corridor with new floating bridges, HOV lanes, transit stations and a bicycle-pedestrian path. The program also includes adding a lane in each direction of I-90, with the addition of active traffic management technology and more choices for commuting across Lake Washington.



An artists rendering of future electronic tolling on the SR 520 bridge offers a glimpse of tolling without toll booths.

The Lake Washington Urban Partnership with the U.S. Department of Transportation is a cooperative agreement to employ innovative transportation strategies that will improve traffic flow along SR 520 and I-90 between Seattle and the Eastside. A new variable tolling system could contribute up to \$500 million to replace the aging SR 520 Bridge. Active traffic management technologies can improve traffic flow along the SR 520 and I-90 corridors, and additional transit services and telecommuting options will provide choices to commuters.



The SR 520 Evergreen Point Floating Bridge at sunset.

The return

The proposed strategies of *Moving Washington* could significantly reduce the time it takes to travel across Lake Washington on both SR 520 and I-90. Completing HOV lanes in both corridors along with effectively using new highway technology, such as variable speed limits, and improving transit service could speed the westbound morning commute across the lake by 10 percent. These investments could maintain traffic speeds faster than 45 mph during the busiest hours of the day.

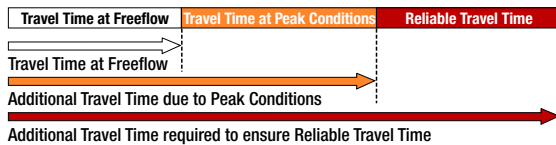
Moving Washington could make SR 520 significantly more efficient and able to move higher traffic levels than today in less time. This approach could ensure speeds faster than 45 mph for 97 percent of our rush-hour traffic, compared to today's 59 percent.



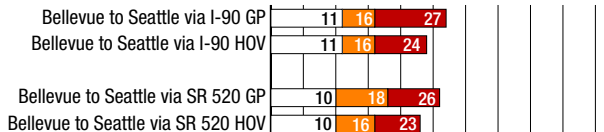
The I-90 floating bridge.

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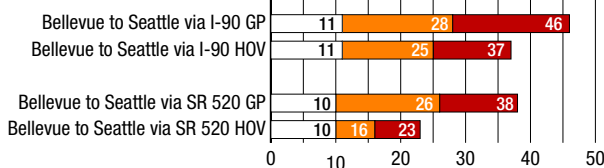
Travel Times at Freeflow, Peak Travel Times, and Reliable Travel Times (in minutes, 2006 data)



AM Commute Average

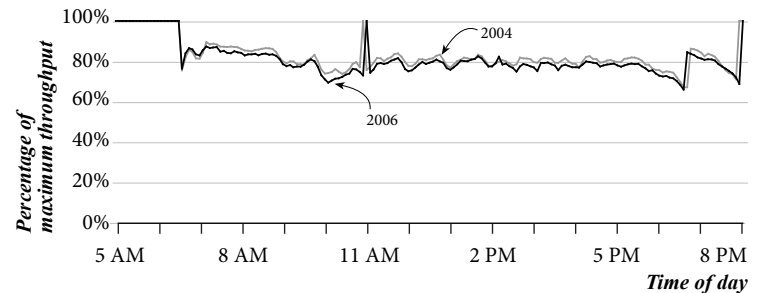


PM Commute Average



Lost lane productivity

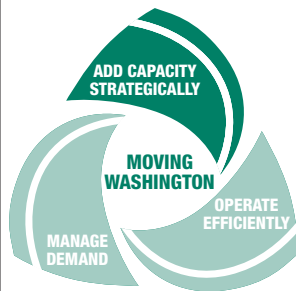
SR 520 Floating Bridge (based on 2000 vehicles per lane per hour)



A highway lane should carry as many as 2,000 vehicles per hour. Yet during congested periods, the productivity of our highways is reduced when we need it most. The graph above shows that traffic flow on the SR 520 Bridge declines by up to 30 percent due to congestion in the general purpose lanes.

10-year corridor vision

Complete or underway within 2 years



SR 520 HOV and bridge reconstruction

- Replace the SR 520 and Portage Bay bridges with new structures that include two general purpose lanes and one HOV lane in each direction
- Add an HOV lane eastbound on SR 520 between the SR 520 Bridge and I-405
- Provide bike and pedestrian facilities across Lake Washington and reconnect communities on both sides of SR 520

I-90 Investments

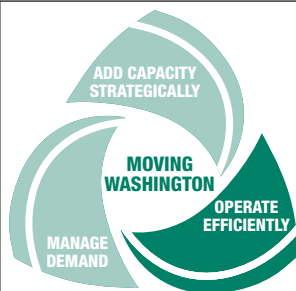
- Complete the I-90 HOV and Two-way Transit project which will add HOV lanes to the I-90 mainline between Seattle and Bellevue
- Extend the westbound HOV lane in Issaquah from SR 900 to the Sunset interchange
- Build an eastbound auxiliary lane with a two lane off ramp to Front St. between SR 900 and Front St.

Complete phase 2 of the SR 519 South Seattle intermodal access to facilitate movement of freight from the Port of Seattle to I-5 and I-90

Add HOV lanes and auxiliary lanes to SR 520 between West Lake Sammamish Parkway and SR 202. In addition, construct a new interchange between SR 520 and SR 202

Construct the first phase of the I-90 Two-way Transit and HOV Project. Phase 1 adds a direct access ramp and a new HOV lane eastbound on I-90 between Mercer Island and Bellevue

Widen SR 900 in Issaquah by one lane in each direction with HOV lanes between the park and ride lot and I-90. This improvement will reduce peak-period backups on I-90



Convert HOV lanes to express lanes on I-90 between Seattle and Issaquah and on SR 520 between I-405 and SR 202. Express lanes use variable time of day tolls and limited access points to improve highway performance for all users

Construct a direct ramp connection between the new westbound SR 520 HOV Lane and the I-5 reversible lanes

Move HOV lanes to the inside on SR 520 east of I-405

Automate the operation of the I-90 reversible lanes

Active traffic management on SR 520 and I-90
Install electronic signs on both SR 520 and I-90 over each lane at regular intervals between I-5 and I-405 to advise drivers of approaching incidents and to help better manage traffic during times of congestion



Begin variable tolling on I-90 at I-5 to I-405

Support Bus Rapid Transit service on SR 520 between I-5 and SR 202

Build a transit flyer stop on SR 520 at NE 40th St.

Build HOV direct access ramp on SR 520 at 108th Ave.

Further expand the vanpool program

Improve safety and mobility for bicyclists and pedestrians by completing gaps and making connections

Increase transit service on SR 520 between I-5 and I-405

Work with employers to increase the potential for telecommuting to reduce cross-lake transportation demand

Implement variable time-of-day tolling on SR 520 between I-5 and I-405

Increase capacity of the Redmond Park and Ride lot



MOVING WASHINGTON

Spokane Corridors

September 2008



Much of the congestion in the Spokane area is incident related. The average travel times along the corridor are consistent with free-flow speeds. Because the corridor is a relatively short segment (7.5 miles), even minor incidents can severely impact expected travel times as there is little opportunity to make up any incurred delay.

I-90 is the busiest highway in this corridor and a major commute and travel route for eastern Spokane County and North Idaho with traffic volumes exceeding 100,000 vehicles per day. I-90 is a strategic freight corridor because of the international and domestic interstate and intrastate trade that it carries. Freight traffic through this corridor is expected to increase by 30 percent over the next 10 years. Freight hauled within this corridor has a substantial market value and includes grain products, household goods, retail merchandise, metal products, groceries, mail and lumber.

If I-90 is not expanded to accommodate growing freight and passenger traffic, congestion and other impacts will substantially reduce the transportation value of this critical corridor. WSDOT has completed widening of I-90 from Sprague Avenue to Sullivan Road.



The view from inside the Spokane Traffic Management Center.

The Spokane Corridors program

An integrated vision

WSDOT is adding new capacity and improving safety on I-90 through Spokane by constructing two additional lanes (one general purpose lane in each direction) from the Sullivan Road to the Idaho state line.

Adding capacity strategically will improve traffic flow and reduce congestion on I-90. There currently are four lanes. There will be six lanes when this project is completed.



A bus travels through Spokane on I-90.



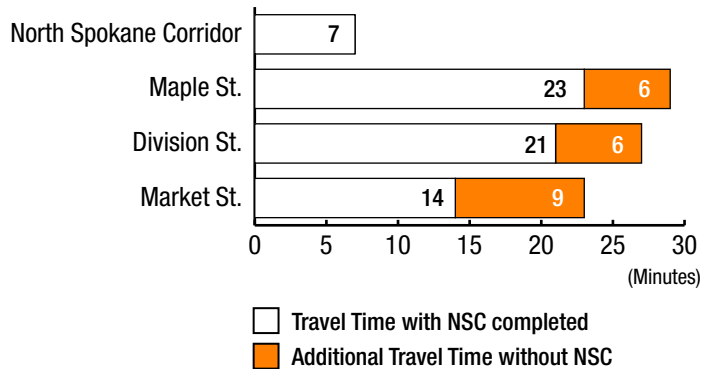
Spokane's major corridors are critical for moving freight and farmed goods between Washington and Idaho and beyond.

WSDOT also is widening US 395 from a two-lane to a four-lane facility. The work will reduce congestion and reduce rear-end collisions. An added median also will improve safety by reducing head-on collisions.

North Spokane Corridor

Travel Time Reduction (in minutes, 2002 data)

All routes are northbound from Sprague Ave. to Magnesium Rd.



North Spokane corridor quick facts

- Gas savings – estimated 1.7 million gallons of gas annually.
- Improves air quality by reducing regional emissions by 2.4 million pounds of carbon monoxide each year.
- Improves safety by an estimated \$22 million per year in societal costs from collisions.
- Encourages alternate transportation options by providing park and ride lots and reserving space for high-capacity transit.
- Reduces travel time by an estimated 2 million hours each year, a savings of approximately \$28 million.

	10-year corridor vision	Complete or underway within 2 years
	North Spokane Corridor <ul style="list-style-type: none"> • Wellesley Ave. to Farwell Rd. • I-90 Sullivan interchange to Barker interchange – construct general purpose lanes • I-90 to Wellesley Ave. • I-90 Barker interchange to Harvard interchange – construct general purpose lanes 	North Spokane Corridor <ul style="list-style-type: none"> • Francis Ave. to Wandermere connection
	Intelligent transportation systems (ITS) upgrades: <ul style="list-style-type: none"> • I-90 US 2 to Geiger interchange • I-90 US 195 I/C to Liberty Park I/C – enhanced ITS and incident response • I-90 Sprague interchange to Sullivan interchange enhanced ITS and Incident Response • US 195 Hatch Rd. to I-90 ITS • Traffic sensor deployment study I-90 US 2 interchange eastbound off-ramp and terminal improvements US 195 Hatch Rd. to I-90 – intersection modifications and improvements SRTMC expansion and security enhancements	I-90/Spokane port of entry weigh station relocation I-90 Sullivan interchange to Idaho state line – enhanced ITS and incident response
	US 195 Hatch Rd. to I-90 – new park and ride lots	North Spokane Corridor <ul style="list-style-type: none"> • New park and ride lot • New pedestrian and bike paths



MOVING WASHINGTON

Vancouver Corridors

September 2008



Interstate 5 is the only continuous north-south freeway on the West Coast, linking the United States, Canada and Mexico. In the Vancouver-Portland region, I-5 is one of two major north-south highways that provide interstate connectivity and mobility. I-5 and I-205 are parallel routes that directly connect the central cities of Vancouver and Portland, Ore. SR 14 connects the two interstates.

In addition to the important trade link, I-5 and I-205 serve as routes for thousands of commuters, causing severe congestion points between the cities of Vancouver and Portland, Ore. Additionally, the bridge on I-5 that spans the Columbia River is constrained by many problems; outdated highway design features, such as narrow lanes, and traffic congestion are increasing travel times and reducing reliability for bus connections between Clark County and Portland.

The Vancouver Corridors program

An integrated vision

WSDOT currently is constructing two major projects in Clark County to relieve congestion and maximize efficiency on I-5 and I-205. Additionally, several large projects included in the 2003 and 2005 transportation funding packages are in design with construction planned for 2009 through 2014.

WSDOT, in cooperation with the Oregon Department of Transportation (ODOT), is heavily engaged in the Columbia River Crossing project, which seeks to improve transportation on I-5 between SR 500 in Vancouver and Columbia Blvd in Portland. This project is currently in the environmental study phase.



Locally preferred alternative for the Columbia River Crossing project.



Fort Vancouver, a 19th century fur trading outpost along the Columbia River, is a major tourist attraction in Vancouver, WA.

The return

The proposed strategies of *Moving Washington* could significantly reduce travel times on I-5 between Washington and Oregon. If no changes are made, congestion will grow from today's six-hour traffic jam to 15 hours each day by 2030. Backups onto the freeway could be eliminated on both I-5 and I-205. Travel times between Camas and Washougal as well as I-205 and I-5 also could be significantly reduced.

In addition, this plan could improve the overall efficiency of the freeway system in the Vancouver area by providing drivers with real-time information on electronic message signs and by coordinating traffic signals throughout the corridors.



Design Visualization for the I-5/NE 134th Street Interchange Project.



I-205 /Mill Plain Exit (112th Connector) – clearing and grubbing for new ramp.

	10-year corridor vision	Complete or underway within 2 years
	<p>Columbia River Crossing</p> <p>SR 500/St. Johns Blvd. – build interchange NE 112th Ave. to I-205 NB (widen ramp)</p> <p>SR 500/NE 42nd Ave. and NE 54th Ave. – build interchange</p> <p>I-205/Mill Plain interchange to NE 18th St. – Stage 2</p> <p>I-205/Padden Parkway to NE 134th St. – add lanes</p> <p>I-205/SR 500 to Padden Parkway – add lanes</p> <p>I-5/NE 134th St. interchange – rebuild interchange</p> <p>SR 14/Camas to Washougal – add lanes & build interchange</p> <p>SR 14/I-205 to SE 164th Ave. – add auxiliary lanes</p>	<p>I-5/Delta Park to Lombard – widening (ODOT w/\$5 mil. earmark from Congressman Brian Baird)</p> <p>I-205/Mill Plain exit (112th Connector)</p> <p>I-205/Mill Plain interchange to NE 18th St. – Stage 1</p> <p>SR 500/I-205 interchange – extend merge lane</p>
	<p>I-5 advanced traveler information system infill (NE 179th St. to NE 199th St.)</p> <p>SR 14 ATIS infill; 192nd Ave. to 2nd Ave. (MP 10.5-12.1) – Phase 3</p> <p>SR 14 ATIS infill; Evergreen to I-205 (MP 3.0-6.0) – Phase 4</p> <p>I-205 Regional ATIS expansion, 83rd St. to 134th St.</p>	<p>Clark County 134th St. signal optimization</p> <p>City of Vancouver 4th Plain signal optimization</p> <p>SR 500 advanced traveler information system infill (MP 2.9-3.7)</p>
	<p>SR 14 ATIS infill; I-5 to Evergreen (MP 0.0-3.0) – Phase 1</p> <p>SR 14 ATIS infill; I-205 to 192nd Ave. (MP 6.0-10.5) – Phase 2</p> <p>Improve safety and mobility for bicyclists and pedestrians by completing gaps and making connections</p>	<p>Vancouver advanced traffic information system</p> <p>Southwest Region VAST IV freeway operations and incident management</p>



MOVING WASHINGTON

Cross-State Corridors

September 2008



While much of the state's transportation system was built for relatively short-distance travel, Washington's interstate system was designed for traveling over mountain passes, across the state and through a variety of traffic and weather conditions. Projects along key cross-state arteries, such as I-90 and US 2, require passing and truck-climbing lanes in key locations as well as improved lane continuity through urban areas.

The cross-state corridor also must be adaptable to greatly increased volumes on weekends and holidays, as well as traffic heading to and from special events, such as Mariners games or the holiday tree lighting in Leavenworth.

Focusing our improvements to better manage these special needs will improve cross-state travel and reduce delay on our highways.

The Cross-State Corridors program

An integrated vision

WSDOT is targeting the most troublesome bottlenecks and chokepoints for cross-state travel by making our highways more efficient with better traffic information for travelers and more incident response teams to keep our interstate highways clear of stalled and blocking vehicles.

By constructing new park and ride lots where they're most useful to commuters and travelers, we're reducing the demand for lane space on our highways. And by adding new lane space where it has the greatest impact on congestion, WSDOT is connecting the Pacific coast to the Puget Sound and the Cascade Mountains to the arid plains of Eastern Washington.



Electronic sign alerts drivers of the approaching avalanche control and reduces the speed limit to better manage traffic.

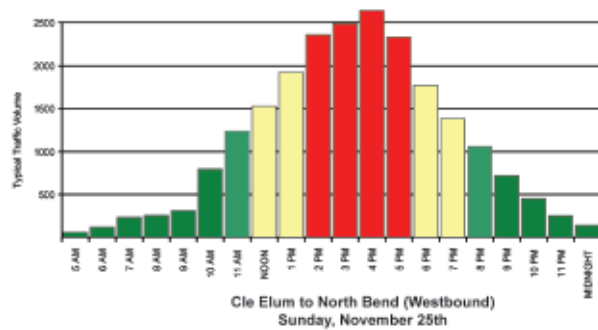
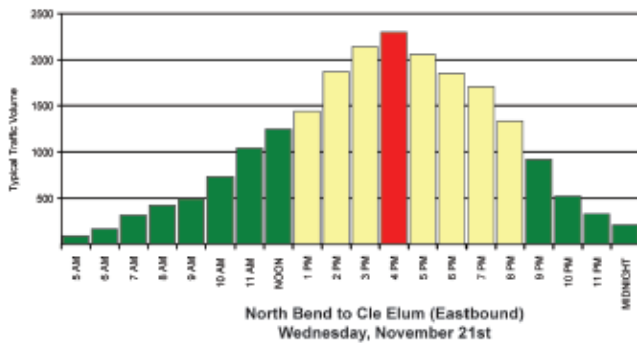


Crews remove unstable rock from a slope on US 2 in Tumwater Canyon.



Heavy traffic congestion on I-90 near Snoqualmie Pass.

Snoqualmie Pass during Thanksgiving holiday



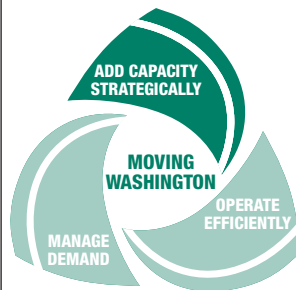
■ Consider traveling outside these times
Expect congestion or possibly stop and go traffic

■ Next best time to travel
Moderate to heavy traffic

■ Best time to travel
Light traffic

10-year corridor vision

Complete or underway within 2 years



Construct interchanges to increase throughput at:

- US 2/97 Cascade Ave.
- US 2/97 Easy St. overcrossing
- US 2/97 East Cashmere interchange
- US 2/97 Lower Sunnyslope interchange

I-90 – add lanes to increase capacity and throughput

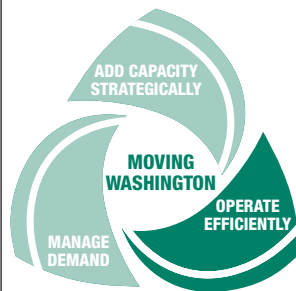
- Keechelus Dam to West Easton
- Sullivan interchange to Barker interchange
- Barker interchange to Harvard interchange

Passing lanes to reduce delay and driver frustration

- US 97 Blewett Pass
- SR 17
- US 2/SR 97 South of Orondo

US 2/SR 97 Peshastin East I/C to increase throughput and reduce delay during Snoqualmie Pass closure

I-90/Snoqualmie Pass – add lanes and avalanche control to reduce closures and increase throughput



ITS improvements will increase throughput on:

- I-90 at US 2 to Geiger interchange
- I-90/US195 interchange to Liberty interchange
- I-90/Sprague interchange with Improved traveler Information

I-90 variable speed limit technology upgrade, Snoqualmie Pass Highway Advisory Radio (HAR), I-90 cameras, Camera infill, US 2 Leavenworth cameras and communication

Traffic Management Center improvements for Yakima and Wenatchee I-90 IRT from North Bend to Spokane

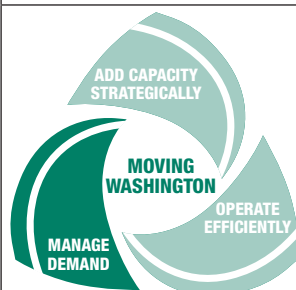
Environmental sensor stations

US 2 Variable Speed Limit System and Fiber Extension to reduce collisions and improve reliability

US 97 Border Crossing Queue Detection and Variable Message Sign for better trip decision information

I-90/Spokane Port of Entry Weigh Station Relocation

I-90 Sullivan I/C to Idaho State Line – Enhanced ITS and Incident Response



I-90/SR 17 Park and Ride lot

Traveler information including flow maps, VMS and web messaging

- I-90 Ryegrass Vicinity
- I-90 Ellensburg Vicinity VMS

Improve safety and mobility for bicyclists and pedestrians by completing gaps and making connections

Traveler information including flow maps, VMS and web messaging

- I-90 Snoqualmie Pass
- US 2



MOVING WASHINGTON

Connecting Communities

September 2008



Stone masons work on the new reinforced posts on SR 20. Many of the stones from the original structure were reused to make the new guardrail.



Trucks line up to deliver asphalt to the crews that are laying and compacting the fresh pavement.

Communities are the lifeblood of our state. They are where we live, work and play. Our communities are also home to many important freight connectors for agriculture and other products allowing access to the state highway system and off to market.

As communities grow across the state, the aging highway system cannot keep pace and congestion emerges at intersections, interchanges and along many two lane and four lane highways between communities. Even though many of these communities may be smaller in population, the congestion in these areas impact the lives of commuters and citizens and delay important freight movement delivering produce and other goods across the state and ultimately across the nation.

WSDOT is committed to improving coordination with local and regional agencies, transit providers, and developers to identify multi-modal transportation solutions to congestion in these communities.

People in communities across the state need and want safe places to bike and walk. They support investments in facilities that make bicycling and walking easier and safer. The state is taking a major step toward accomplishing that goal by establishing policies, guidelines and strategies that support bicycling and walking as an integrated part of the transportation network.


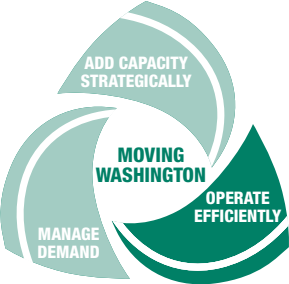
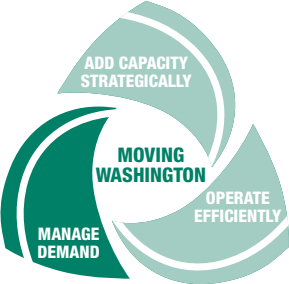
The Connecting Communities program

An integrated vision

Although many communities exist in the urban Puget Sound area, this program focuses on choke points and bottlenecks in eastern Washington as well as the quickly growing rural and smaller urban areas of Western Washington. WSDOT strives to remove the most significant chokepoints and bottlenecks in our communities in the most efficient way possible. This includes everything from improving signal coordination through cities and towns, enhancing intelligent traffic systems, constructing additional transit facilities, including reconstructing an interchange and adding additional lanes to a congested stretch of highway.



An artist rendition illustrating the proposed roundabout at the I-82/Valley Mall Boulevard project.

	10-year corridor vision	Complete or underway within 2 years
	<p>Construct and rebuild interchanges at:</p> <ul style="list-style-type: none"> • Three locations in Vancouver area • Two locations in Tri-Cities, one in Clarkston • Seven locations from north of Seattle to the Canadian border <p>Truck pull-off/climbing lanes at:</p> <ul style="list-style-type: none"> • I-5 from Samish River to Bow Hill • I-82 at Manastash • SR 24 from SR 240 to Columbia River <p>Additional lanes, including:</p> <ul style="list-style-type: none"> • Two collector-distributor lanes and five weave lanes north of Seattle to Canadian border • I-82 Selah to Union Gap • SR 240 Columbia Ctr Blvd. to US 395 • Four lanes on SR 28 at Sunset Highway with passing lanes on SR 28 • Tenmile to Badge stage 2 – SR 539 Badge to Intl. boundary • SR 28 Eastmont exit • SR 502 widening <p>Intersection improvements to improve traffic flow at Naches, Clarkston, SR 224/SR 225, W. Richland, SR 285 George Sellar Bridge, Kelso to Martin's Bluff Railroad storage tracks</p>	<p>Add lanes to increase throughput at:</p> <ul style="list-style-type: none"> • SR 285 Add lanes on George Sellar Bridge • I-5 Rush Rd. to 13th St. • I-5 Blakeslee Jct RR X-ing to Grand Mound I/C <p>Construct and rebuild interchanges at:</p> <ul style="list-style-type: none"> • US 395 Columbia Dr. to SR 240 • I-82/Valley Mall Blvd. • US 12/SR 124, I-182/Rd. 100, US 12/16th Ave. • I-5/SR 502 interchange <p>SR 28 & US 2/SR 97 I/S add lanes</p> <p>SR 28 bypass for George Sellar Bridge</p> <p>Cook Rd. ramp terminal – signal improvements and added lanes</p>
	<p>Roadway, ramp, intersection improvements (Non-ITS) at:</p> <ul style="list-style-type: none"> • George Hopper southbound on-ramp • Birchwood Ave. to James St. • Slater Rd. ramp terminal <p>Intelligent transportation system (ITS) improvements at:</p> <ul style="list-style-type: none"> • I-5 Lewis County infill, Woodland interchange • US 12 eastbound from I-5 • Rural SR 14 • Tri-Cities IRTs • SR 285 bridge IRT • Statewide signal controller conversion • SR 240/US 395 signal timing • SR 285 Wenatchee signal coordination and cameras • SR 17 cameras and communications from SR 11 to Padden, Bow Hill to Lake Padden, Main St. to Birch Bay and Fairhaven to Slater, Conway to Cook <p>Speed limit change – SR 20 to Cook Rd.</p>	<p>Roadway, ramp, intersection improvements (Non-ITS) at:</p> <ul style="list-style-type: none"> • US 2 N Glen Colbert Rd. intersection • I-5 Samish to Sunset ramp • Laventure to Anderson Rd. exit • SR 539 at Guide Meridian <p>ITS improvements:</p> <ul style="list-style-type: none"> • SR 125 signal timing • US 395 Lewis St. ramp meter • SR 17 signal timing • North Bellingham ITS • D St. ITS • Horton Rd-Lynden ITS • Burlington/Mt Vernon ITS • Badger Rd. to Border ITS • SR 593/Guide Meridian signal timing <p>SR 21 Ferry Boat replacement</p>
	<p>Variable message signs will provide drivers real-time traffic information, including delays caused by construction and weather conditions on Satus Pass</p> <p>Build new park and ride lots for US 97/SR 970, Alger and Conway to reduce peak period highway demand</p> <p>Expand commuter service with Everett Express between Mount Vernon to Everett's Sounder commuter rail station</p> <p>Increase coordination efforts with local and regional governments to improve conditions for bicycling and walking</p>	<p>Construct Chuckanut Park and Ride lot</p> <p>Provide real-time travel and traffic information on the Web and on variable message signs for Tri-Cities commuter routes on SR 240 and US 395</p> <p>Create new and expand existing commuter service by Everett Express between Mount Vernon to Everett's Sounder commuter rail station</p> <p>Expand Tri-County Connector by adding service between Mount Vernon and Bellingham</p>



MOVING WASHINGTON

Cross Sound Corridors

September 2008



WSDOT Ferries Division operates the largest ferry fleet in the United States. Twenty-two active ferries cross Puget Sound and its inland waterways, carrying over 24 million passengers annually to 20 different ports of call. From Tacoma to Sidney, B.C., we travel throughout the Puget Sound, serving as a marine highway for commercial users, tourists and daily commuters alike.

The Ferry system serves as both an extension of the state's highway system and as a regional mass-transit provider. It provides a critical link to communities separated by water or longer driving distances, and is essential to the movement of goods and people in the Puget Sound region.

Cross Sound Corridors program

An integrated vision

The WSDOT Ferries Division has spent the last year working to address the long-term financial sustainability of the ferry system. This work stems from 2007 legislation that identified specific topics for study and require new levels of cooperation and collaboration between the Washington State Legislature, Washington State Transportation Commission (WSTC) and WSDOT. We have made substantial progress on the tasks set before us by the Legislature.



Ferry commuters driving their cars off the ferry.



A Washington State ferry with Mt. Rainier in the background.


The return

Work underway will result in a system that is financially sustainable and responsive to the needs of our customers. Aging vessels will be replaced in a timely and systematic fashion. Terminal structures will be preserved to safeguard against failure, and the system will responsibly accommodate the projected growth of commuters, tourists, and commercial users.



The Mukilteo terminal is one of the busiest Washington State ferry terminals.

(OVER...)

	10-year corridor vision	Complete or underway within 2 years
	<p>Ongoing legislated studies will identify strategically added vessel and terminal capacity (identified in 2009 session)</p>	<p>144-vessel program (building up to 3)</p> <p>Island Home – design vessel program (building up to 3)</p>
	<p>Improve connections to transit, bike and pedestrian facilities for foot passengers</p> <p>Terminal facilities designed to improve vessel boarding and debarking</p> <p>Continual improvements to fare collection</p>	<p>Preserve existing vessels and terminals</p> <p>Conduct legislated studies to evaluate ways to improve efficiency of operations</p> <p>Add traffic cameras at key locations</p> <p>Improve the electronic fare system (EFS) to allow customers increased flexibility when using the system</p> <p>Test bio-diesel as a future tool mitigate the effects of our 19 million gallons of diesel consumed annually</p>
	<p>Potential for reservations on key routes</p> <p>Potential for pricing to encourage off-peak travel and walk-ons</p> <p>Continue promotion of commute trip reduction strategies</p>	<p>Port Townsend/Keystone Pilot Reservations Program</p> <p>Provide for joint-fare media, allowing one monthly pass to be used on transit and ferries. Currently that form is a host of passes called the Puget-Pass. In early 2009 this will be SmartCard or One Regional Card for All (ORCA)</p> <p>Promote vanpooling/van share/carpooling/ carsharing directly to ferry commuters</p> <p>Maintain commute centers on vessels and in South Sound terminals. These centers contain information for public vanpooling, carsharing, bicycling, and ferries' HOV preferential loading programs</p> <p>Offer a preferential loading program, with fare discounts to HOVs</p>